



REEL PLANNING CQ
URBAN AND RURAL STRATEGIES

TOWN PLANNING REPORT

DEVELOPMENT PERMIT FOR MATERIAL CHANGE OF USE FOR
STORAGE FACILITY
1 BANKSIA STREET, BLACKALL

31 JULY 2019

VERSION CONTROL

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1.1	Draft	BS	RO	23-07-2019
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1 APPLICATION DETAILS

TABLE 1 – SITE AND APPLICATION OVERVIEW

SITE DETAILS	
Address:	1 Banksia Street, Blackall
Real Property Description:	Lot 21 on SP210376
Easements or Encumbrances:	Nil
Site Area:	5,743m ²
Current Use	Vacant
Applicant:	Bruce Crook-King
Landowner:	Bruce Frederick Crook-King
APPLICATION DETAILS	
Local Government Area:	Blackall Tambo Regional Council
Development Approval sought:	Development Permit for Material Change of Use
Planning Scheme:	<i>Blackall Shire Planning Scheme 2006</i>
Land Use:	<i>Storage Facility</i>
Zone:	Industrial Zone
Precinct:	-
Overlays:	Good Quality Agricultural Land (Class C)
Category of Assessment:	Code Assessment
Referral Agencies:	Nil
Primary Contact:	Reel Planning Pty Ltd Rachel Ovenden Senior Town Planner P: 4927 3878 E: rachel@reelplaning.com

2 EXECUTIVE SUMMARY

Reel Planning CQ has prepared this report on behalf of the Applicant, Bruce Crook-King, in support of a development application seeking a Development Permit for Material Change of Use for a *Storage Facility* over 1 Banksia Street, Blackall, formally described as Lot 21 on SP210376 (the subject site).

The proposal is to establish a small-scale truck depot associated with the Applicant's livestock transport business. This will involve the overnight storage of a truck and four (4) to five (5) trailers, allowing for a combination of vehicle types, and the construction of a four-bay shed. The shed will have a total building footprint of 288m², comprising three open bays and one enclosed bay, which equates to a gross floor area of 72m².

Maintenance and servicing activities of the truck and trailers will be undertaken in the shed on an as-needed basis and will be ancillary to the primary use for overnight truck parking. A vehicle crossover is proposed at each of the site's two road frontages.

The site is located within the Blackall Tambo Regional Council local government area where the local categorising instrument is the *Blackall Shire Planning Scheme 2006* (the Planning Scheme). Under the Planning Scheme, the site is included in the Industrial Zone and is not affected by any significant overlays. The proposed development is defined as a *Storage Facility*, which is code assessable development.

As per section 45 (3) of the *Planning Act 2016* (the Act), the proposal was assessed against the assessment benchmarks in the Planning Scheme for code assessment and those matters prescribed in section 27 of the *Planning Regulation 2017* (the Regulation).

This report and its supporting material demonstrate that the development can comply, or can be conditioned to comply, with the relevant assessment benchmarks and therefore in accordance with section 60 (2) of the Act, Council must decide to approve the development application.

3 SITE AND LOCALITY

3.1 DESCRIPTION OF THE SUBJECT SITE

The subject site is situated at 1 Banksia Street, Blackall, formally described as Lot 21 on SP210376 (see Figure 1). An overview of the site characteristics is included in Table 2 below:

TABLE 2 – SITE CHARACTERISTICS

SITE CHARACTERISTICS	RESPONSE
Site area:	5,743m ²
Easements:	Nil
Vehicular Access:	No formalised vehicular crossover exists
Road Frontage:	~50 metres to both Bankia Street and Violet Street
Improvements:	Nil
Services:	Road access is bitumen sealed It is understood reticulated services are within proximity to the site (water supply, sewerage, power and telecommunications)
Vegetation:	Nil



FIGURE 1 – AERIAL OF DEVELOPMENT SITE (Qld Globe)

3.2 DESCRIPTION OF THE SURROUNDING AREA

The area immediately surrounding the subject site is intended for industrial development, although is not yet fully developed (see Figure 2). It is understood Ergon Energy occupies the improved lot to the east as a laydown yard, and IOR Petroleum operate an unmanned truck refuelling facility over land immediately to the north. Other uses and built form in the industrial area, within proximity to the site, include yards, sheds and igloo structures for sand and gravel sales, other truck depots, and plumbing and electrician trade businesses.

The industry area is located at the north-western end of the Blackall township. The nearest sensitive receptor to the site – being a dwelling house - is approximately 260 metres to the east.



FIGURE 2 – AERIAL OF DEVELOPMENT SITE

4 DESCRIPTION OF THE PROPOSAL

The proposed development will be described in terms of its land use and built form characteristics, access and car parking arrangement, and servicing arrangement. The key development parameters are provided in **Table 3**. This table should be read in conjunction with the proposal plans provided in **Appendix A**.

TABLE 3 – KEY DEVELOPMENT PARAMETERS

PARAMETER	PROPOSED DEVELOPMENT
Land use:	<i>Storage Facility</i>
Maximum building height:	6.99m
Building footprint:	288m ² (12m x 24m)
Site cover:	5%
Gross Floor Area:	72m ²
Access:	Crossover to both Bankia Street and Violet Street
Hours of operation:	24 hours, seven (7) days a week for vehicle access and parking. Vehicle maintenance and servicing to be undertaken during normal business hours in most instances.
Surface treatment:	All weather, compacted gravel or similar

4.1 PROPOSAL PLANS

The plans outlined in **Table 4** are relied upon for this application.

TABLE 4 – PROPOSAL PLANS

PLAN/DOCUMENT NAME	DRAWN BY	DATE
Site Plan	ABC Sheds Global Pty Ltd	24/07/2019
Floor Plan	ABC Sheds Global Pty Ltd	9/07/2019
Section View	ABC Sheds Global Pty Ltd	9/07/2019
Elevation Plan	ABC Sheds Global Pty Ltd	9/07/2019

4.2 LAND USE AND BUILT FORM CHARACTERISTICS

The proposal is to establish a small-scale truck depot associated with the Applicant's livestock transport business. This will involve the overnight storage of one (1) truck and four (4) to five (5) trailers, allowing for a combination of vehicle types. It is expected the number of vehicles on-site may increase to two (2) or three (3) in the long term; however, the scale and intensity of the use will ultimately be restricted by the size and configuration of the site, which will only be capable of catering for the storage and manoeuvring of a small vehicle fleet. It is expected the Applicant will visit the site every two (2) days between freight trips.

The proposal also involves the construction of a 24 metre x 12 metre, four (4) bay shed that will only be partially enclosed: three (3) of the bays will be open and one will be enclosed by roller doors resulting in a total Gross Floor Area (GFA) of 72m². The maximum height of the shed is 6.99m above ground level. The shed will primarily be used for the storage of tools and equipment ancillary to the primary use, and to conduct the maintenance and servicing of vehicles on an as-needed basis. The shed will be centrally located on the subject site for ease of access.

The Applicant lives in Blackall and will be the only staff member at the site. Given the proximity of the site to the Applicant's residence, the provision of on-site amenities and a kitchenette is not proposed.

No washdown facility is proposed on the site. The Applicant will use the washdown facility available in the township.

The hours of operation, being 24 hours a day, seven (7) days a week, is proposed to allow the applicant to park his vehicle at any time, for example, should a freight trip end at midnight. These hours will only be exercised for access and parking of vehicles and is consistent with the hours of operation for the unmanned truck refuelling facility approved in November 2017 over the northern adjoining lot.

Any vehicle maintenance or servicing activities, if required, will be carried out during normal business hours. On occasion, access to the shed may be required for maintenance/service activities outside of normal business hours, however this will be infrequent and is unlikely to result in noise nuisance to any sensitive receptor, the closest being approximately 260 metres away.

4.3 ACCESS AND PARKING

A crossover is proposed at each road frontage of the site. It is expected that Council will condition the standard of the crossover in accordance with the relevant standard prescribed under the Planning Scheme.

No formalised on-site car parking is proposed given the nature and small-scale of the use; the Applicant being self-employed and the use not involving deliveries or customers to the site. Therefore, a formal parking area is not considered necessary. This is further supported by the Planning Scheme's car parking ratio applicable to the use, which requires less than one (1) car parking space. There is sufficient area on-site to provide for any ancillary car parking needs in an informal manner – this will not be required on a regular basis, if at all.

4.4 RETICULATED SERVICES

Reticulated water and sewer connections are not proposed at this stage for the following reasons:

- The Applicant, as the landowner and owner/operator of the *storage facility*, is self-employed and does not have any employees;
- The Applicant's residence (a self-contained dwelling) is also located in Blackall, within proximity to the premises;
- The Applicant will only use the premises to park his truck, change trailers, or perform maintenance on a vehicle between freight trips; and
- On average, the Applicant will access the premises every two days for the above purposes. There will be no daily occupation of the premises or prolonged presence there. This is due to the nature of freight companies, where the principal activity of transporting goods is conducted off-site and any on-site work is primarily passive (for storage) or very short term (for ancillary maintenance activities).

In summary, there will be minimal occupancy of the site and due to the small scale and low intensity of operations and proximity to the Applicant's permanent residence, amenities and a kitchenette are not proposed at this stage as part of the floor plan.

It is expected that ancillary facilities such as amenities and a staff room will be required in five to ten years, should the business grow to include a larger vehicle fleet and employees. In this instance, a water and sewer connection would be necessary to support the scale and intensity of use. To ensure the site is serviced at the appropriate time, a condition of approval can be imposed to require a water and sewer connection should the floor plan or built form of the site change to include these ancillary facilities.

5 STATUTORY PLANNING FRAMEWORK

The statutory planning framework comprises a regulation and planning instruments that set the assessment benchmarks for the development application.

5.1 THE STATE PLANNING INSTRUMENTS

This section of the report includes an assessment of the proposal against the State Planning Instruments. The State Planning Instruments are the State Planning Policy and the Central West Regional Plan. The subordinate legislation to the *Planning Act 2016*, being the *Planning Regulation 2017*, is also assessed to identify the State agency referral applicable to this application.

5.1.1 Planning Regulation 2017

The Planning Regulation 2017 (PR 2017) is a categorising instrument that can:

- (A) **Prescribe the assessment manager** for a development application;
- (B) **Categorise development** as prohibited, assessable or accepted development or development a planning scheme cannot make assessable; specify the category of assessment for assessable development; and set out assessment benchmarks.
- (C) **Prescribe referral agencies** for an application.

Each of these matters is addressed in turn below.

(A) Assessment Manager

The Assessment Manager prescribed in Schedule 8 of the Regulation is the Local Government – Blackall Tambo Regional Council as the proposal involves assessable development under Planning Scheme.

(B) Categorising Development

- (i) Development a local categorising instrument is prohibited from making assessable development
This application is not for development identified in Schedule 6 of the PR 2017 a local categorising instrument is prohibited from making assessable development’.
- (ii) Accepted Development
This application is not for development identified as accepted development in Schedule 7 of the PR 2017.
- (iii) Prohibited Development and Assessable Development
The application does not involve prohibited development or assessable development identified in Schedule 10 of the PR 2017.

(C) Referral Agencies

The referral agencies prescribed under Schedule 9 relate to Building Work under the Building Act. These are not relevant to this application.

The referral agencies prescribed under Schedule 10 relate to development (MCU, OW, ROL or BW) prescribed as assessable under the Planning Regulation or assessable in a local categorising instrument.

The proposed development does not require referral to a referral agency under Schedule 10. While the site is mapped as containing Category B (Remnant – Least Concern) regulated vegetation, it does not constitute assessable development for native vegetation clearing under Division 2 of Part 3 of Schedule 10 as it qualifies as exempt clearing work.

Exempt clearing work is defined under schedule 21 of the Planning Regulation. In this instance, the proposed development qualifies under Schedule 21, Part 2, Section 2 (g):

- (g) *That is the following vegetation, if the clearing is for urban purposes in an urban area –*
- (i) *Regulated regrowth vegetation;*
 - (ii) *An of concern regional ecosystem in a Category B area;*
 - (iii) *A least concern regional ecosystem in a Category B area.*

The proposed development and Industrial Zone of the subject site both meet the definitions for 'urban purpose' and 'urban area' under the Planning Regulation. The mapped vegetation is also least concern regional ecosystem in a Category B area. In turn, State agency referral of the application is not required.

5.1.2 State Planning Policy

The State Planning Policy (July 2017) (SPP) commenced on the 3 July 2017 and is effective at the time of writing this report. The State interests in the SPP apply to development, only when a local planning instrument such as a planning scheme does not appropriately integrate the state interests and only to the extent of an inconsistency with the local planning instrument.

The Planning Scheme does not appropriately integrate the SPP; however, there are no mapped State interests over the site, or other applicable State interests (that are not mapped) that would apply to the proposal. On this basis, there is no conflict between the proposal and the SPP.

5.1.3 Regional Plan

The Central West Regional Plan (the Regional Plan) is not identified as being appropriately reflected in the Planning Scheme and therefore, the development must be assessed against this planning instrument. The Regional Plan identifies the regional vision and strategic directions for planning and development in the Central West, which will be achieved through the plan's desired regional outcomes and policies.

In demonstrating compliance with the Regional Plan, the application must be against the assessment benchmarks stated in the Regional Plan. In this instance, this includes the whole Regional Plan; however, Part E outlines the regional policies and land use strategies, which are particularly relevant and reflective of the benchmarks for the wider document. The policies relate to natural environment, natural resources, strong communities, urban development, economic development and infrastructure.

The proposal will advance the regional policy and strategy relating to urban settlement and structure through the location of industry development within a designated industrial area on the periphery of Blackall township, which is identified as a district rural activity centre. There are no conflicts with the Regional Plan.

5.2 THE LOCAL PLANNING INSTRUMENT

The Planning Scheme sets the local planning framework for development in the former Blackall Shire. The following aspects of the local planning framework will be discussed:

- Land use definition;
- Zoning;
- Overlays; and
- Level of assessment and Assessment Benchmarks.

5.2.1 Land Use Definition

Under the Planning Scheme, the proposal is consistent with the following land use definition:

"Storage facility" - means "Premises" used for the storage of goods, including the selling of those goods by wholesale. The term includes storage activities such as a builder's yard or construction

contractor's yard, a truck, vehicle or plant parking depot. The term also includes the following activities when carried out in connection with a storage activity:

- (a) the work of administration or accounting; and
- (b) the garaging and routine servicing of vehicles associated with the conduct of the storage activity.

The proposal is consistent with this land use definition, as the primary use is a truck depot and the routine servicing of vehicles will be carried out in connection with the truck depot, as an ancillary component of the use. It is noted that only trucks and trailers associated with the applicant's vehicle fleet will be stored and serviced as required on-site. The facility will not function as a workshop in providing these services to other vehicles.

5.2.2 Zoning

The site is in the Industrial Zone, as are the lots immediately surrounding the site (see Figure 3). The Industrial zoned area has been subdivided since the commencement of the Planning Scheme so the subject site is not reflected in Figure 3, although its approximate location is indicated.

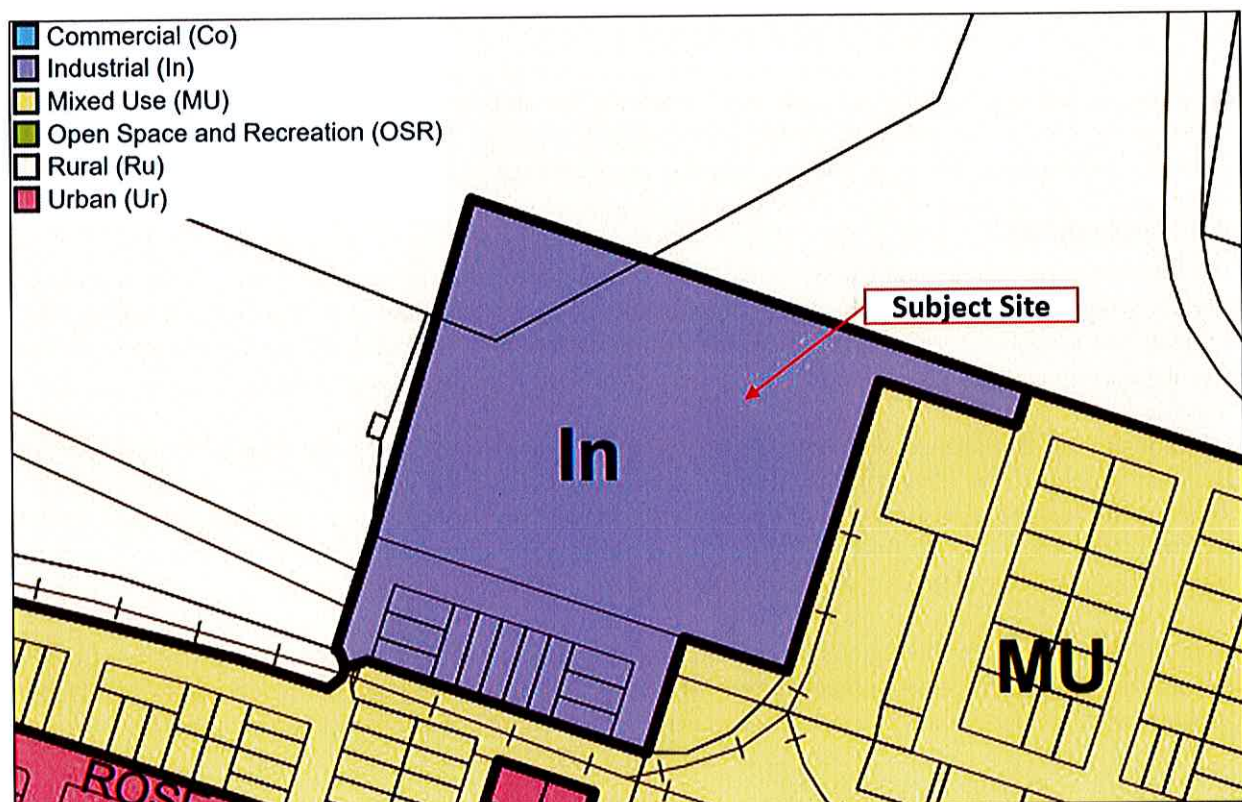


FIGURE 3 – SUBJECT SITE ZONING (Planning Scheme, 2006)

5.2.3 Overlays

The site is mapped as being Good Quality Agricultural Land (Class C). However, given the site's industrial zone and subdivided development pattern for industrial uses, it would be unrealistic to accommodate any viable agricultural pursuits on the site.

5.2.4 Level of Assessment and Assessment Benchmarks

In accordance with section 4.4.2 (1) of the Planning Scheme, Material Change of Use for a use other than those listed in the table, which includes *Storage Facility*, is code assessable development, with the applicable code being the Industrial Zone Code.

5.2.5 Assessment Against Industrial Zone Code

An assessment against the applicable Performance Criteria of the Industrial Zone Code is included in **Table 5**. Compliance with the corresponding Acceptable Solutions, as stated in the Planning Scheme, is achieved in most instances.

TABLE 5 – ASSESSMENT OF INDUSTRIAL ZONE CODE

PERFORMANCE CRITERIA	RESPONSE
<p>PC2 Protection of Surrounding Areas <i>“Uses” are operated to ensure the amenity of the surrounding areas is protected.</i></p>	<p>Complies – The proposed development will not compromise existing levels of amenity in the surrounding area due to the small scale of the truck depot. Most vehicle movements to/from the site and on-site activities will occur during daylight hours; however, evening and night-time movements and activities may occur. This is consistent with development recently approved over the land immediately to the north, which is permitted to operate 24/7.</p>
<p>PC3 Delivery of Goods <i>The loading and unloading of goods occurs at appropriate times to protect the amenity of the Industrial “Zone” and surrounding areas.</i></p>	<p>Complies – The applicant’s freight business involves transporting livestock. Livestock will not be loaded or unloaded at the site. The applicant will access the site to begin or finish a freight trip. Trailers will be hitched/unhitched and small-scale maintenance of the truck or trailers may occur if required. Most of these activities will occur during daylight hours, however the applicant would like the flexibility to access the site 24/7 to ‘park up’ should a freight job finish after-hours.</p>
<p>PC4 “Total use area” <i>“Development” is of a scale that contributes to the amenity of the Industrial “Zone”</i></p>	<p>Complies – The proposed development is small-scale, accounting for only five per cent (5%) site cover and will not compromise existing levels of amenity for the Industrial zone.</p>
<p>PC5 Height <i>The height of “Buildings” and “Structures” does not impact adversely on the amenity of the Industrial “Zone” and surrounding areas</i></p>	<p>Complies – Proposed maximum building height is 6.99 metres, which is below the 8.5 metres prescribed by the Acceptable Solution corresponding to PC5.</p>
<p>PC6 Setbacks and Boundary Clearances <i>“buildings” and “Structures” are located to ensure the local character and streetscape are protected and enhanced.</i></p>	<p>Complies – The proposed shed will be centrally located on the premises, with setbacks exceeding those prescribed by the Acceptable Solution corresponding to PC6.</p>
<p>PC7 Transport Movements <i>Transport movements associated with the use protect the amenity of surrounding residential areas.</i></p>	<p>Complies – Violet Street is mapped by the Department of Transport of Main Roads as a road train type 2 route. Violet Street extends off Shamrock Street (through residential areas) and will be used by the Applicant to access the site. Given it is already a heavy vehicle route, the proposed vehicle movements are consistent with the intended purpose for that part of road. The use of Banksia Street as part of the access arrangement will also not compromise the residential amenity of surrounding areas, given this street is accessed via Violet Street.</p>
<p>PC8 “Building” and “Structure” Design <i>“Buildings” and “Structures” are designed so that the amenity of the Industrial “Zone” is maintained and the amenity of surrounding areas is protected.</i></p>	<p>Complies – The basic design of the proposed shed is typical of the character expected for an industrial area and will not compromise the amenity of the surrounding area.</p>
<p>PC9 Landscaping and External Activity Areas</p>	<p>Does Not Comply – No landscaping is proposed for the</p>

	<p><i>Landscaping and external activity areas are provided on - site to:</i></p> <ul style="list-style-type: none"> <i>(a) contribute to built form and streetscape;</i> <i>(b) provide positive sun and breeze control; and</i> <i>(c) make provision for recreation areas.</i> 	<p>development or considered necessary given its intermittent use and lack of landscaping on adjoining developments and the industrial area more broadly. There is no direct interface with a sensitive use, town centre area or public space, where on-site landscaping would be important for maintaining streetscape amenity. This is a low-level conflict with an assessment benchmark and is not considered to outweigh the compliance achieved with other assessment benchmarks.</p>
	<p>PC10 Lighting <i>The design of lighting does not prejudice the local amenity.</i></p> <p>PC11 Water Supply <i>All "Premises" have an adequate volume and supply of water for the "Use".</i></p> <p>PC12 Effluent Disposal <i>All "Premises" provide for the treatment and disposal of effluent and other waste water to ensure the protection of public health and environmental values.</i></p> <p>PC13 Stormwater <i>Stormwater is collected and discharged so as to:</i></p> <ul style="list-style-type: none"> <i>(a) protect the stability of buildings or the use of adjacent land; and</i> <i>(b) protect and maintain environmental values.</i> <p>PC14 Electricity <i>"Premises" are provided with an adequate supply of electricity for the "Use".</i></p> <p>PC15 Vehicle Access <i>Vehicle access is provided to ensure the safe and functional operation for motorists and pedestrians.</i></p> <p>PC16 Vehicle Parking and Service Vehicle Provision <i>Vehicle parking, service vehicle areas, loading and unloading areas (including refuse storage areas) are:</i></p> <ul style="list-style-type: none"> <i>(a) adequate for the "Use";</i> <i>(b) ensure safe and functional operation for motorists and pedestrians; and</i> <i>(c) located to allow for the servicing of the Use, while protecting the amenity of surrounding "Uses".</i> <p>PC17 Roads <i>Adequate all-weather road access is provided between the "Premises" and the existing road network.</i></p>	<p>Complies – Conditions of approval will be accepted in relation to the installation and operation of outdoor lighting.</p> <p>Complies – Connection to the reticulated water supply can be conditioned at such time that ancillary amenities and/or a staff room is required. The scale and intensity of use as currently proposed does not require a water supply.</p> <p>Complies – Connection to the reticulated sewerage network can be conditioned at such time that ancillary amenities and/or a staff room is required. The scale and intensity of use as currently proposed does not require a an on-site sewage management system. Wastewater will also not be generated – no wash bay or hose down area is proposed.</p> <p>Complies - Due to the small building footprint in the context of the site's area, roof and allotment drainage can be conditioned to avoid on-site or off-site impacts.</p> <p>Complies – A condition of approval will be accepted to this effect.</p> <p>Complies – A condition of approval will be accepted requiring the proposed accesses from Violet and Banksia Streets to be designed and constructed in accordance with Schedule 1, Division 2: Standards for Roads, Carparking, Manoeuvring Areas and Access, section 2.3(1) of the Planning Scheme.</p> <p>Complies – There is adequate space for vehicle parking manoeuvring on-site. The applicable car parking ratio is 1 space x 100m² total use area. Due to the nature of the premises as a storage facility for vehicle parking and manoeuvring, and with no employees or customers accessing the site, a formal parking area for standard vehicles is not considered necessary.</p> <p>Complies – Banksia Street and Violet Street are constructed to an all-weather standard.</p>

<p>PC21 Cultural Heritage <i>"Development" ensures the protection and maintenance of places and items of cultural heritage significance.</i></p>	<p>Complies – In accordance with the Acceptable Solutions, the site is not within the minimum separation distances from a water course, lake, cemetery or burial sites.</p>
<p>PC22 Air Emissions <i>Air emissions from "Premises" do not cause environmental harm or nuisance to adjoining properties or "Sensitive land uses".</i></p>	<p>Complies – Given the nature of the proposed development, being for <i>Storage Facility</i>, it is a passive use that will not result in any significant off-site impacts that may cause harm or nuisance. Notwithstanding, the premises is significantly separated from any nearby sensitive receptors.</p>
<p>PC23 Noise Emissions <i>Noise emissions from "Premises" do not cause environmental harm or nuisance to adjoining properties or "Sensitive land uses".</i></p>	<p>Complies – See above response.</p>
<p>PC24 Water Quality <i>The standard of effluent and / or stormwater runoff from "Premises" ensures the quality of surface and underground water is suitable for:</i></p> <ul style="list-style-type: none"> <i>(a) the biological integrity of aquatic ecosystems;</i> <i>(b) recreational use;</i> <i>(c) supply as drinking water after minimal treatment;</i> <i>(d) agricultural use; or</i> <i>(e) industrial use.</i> 	<p>Complies – Contaminants or hazardous materials will not be stored in bulk on the site. Maintenance activities will be confined to the shed to minimise impacts to run-off quality. A condition can be imposed to this effect.</p>
<p>PC26 Construction Activities <i>Erosion control measures and silt collection measures ensure that environmental values are protected during construction activities.</i></p>	<p>Complies – A condition of approval will be accepted that relates to ensuring erosion and sediment control measures are implemented when necessary.</p>

Based on the high level of compliance with the above performance criteria, and *storage facility* as an 'Industry Activity' being a consistent land use in the Industrial Zone, the proposal is also considered to comply with the purpose and overall outcomes for the Industrial Zone Code.

6 CONCLUSION

Reel Planning CQ has been engaged by the Applicant to prepare and lodge a development application for a Development Permit for a Material Change of Use for a *Storage Facility* over land at 1 Banksia Street, Blackall.

This report provides a comprehensive assessment of the proposed development against relevant State Planning Instruments and the relevant assessment benchmarks under the Planning Scheme. Through this assessment we have demonstrated that the proposal complies, or can be conditioned to comply, with the relevant assessment benchmarks and therefore warrants approval by the Council.

Appendix A

Proposal Plans

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145.463° E

145.464° E

Lot:21 SP210376 1 Banksia Street Blackall QLD 4472

Site Area: 5742m²

Shed Area: 288m²

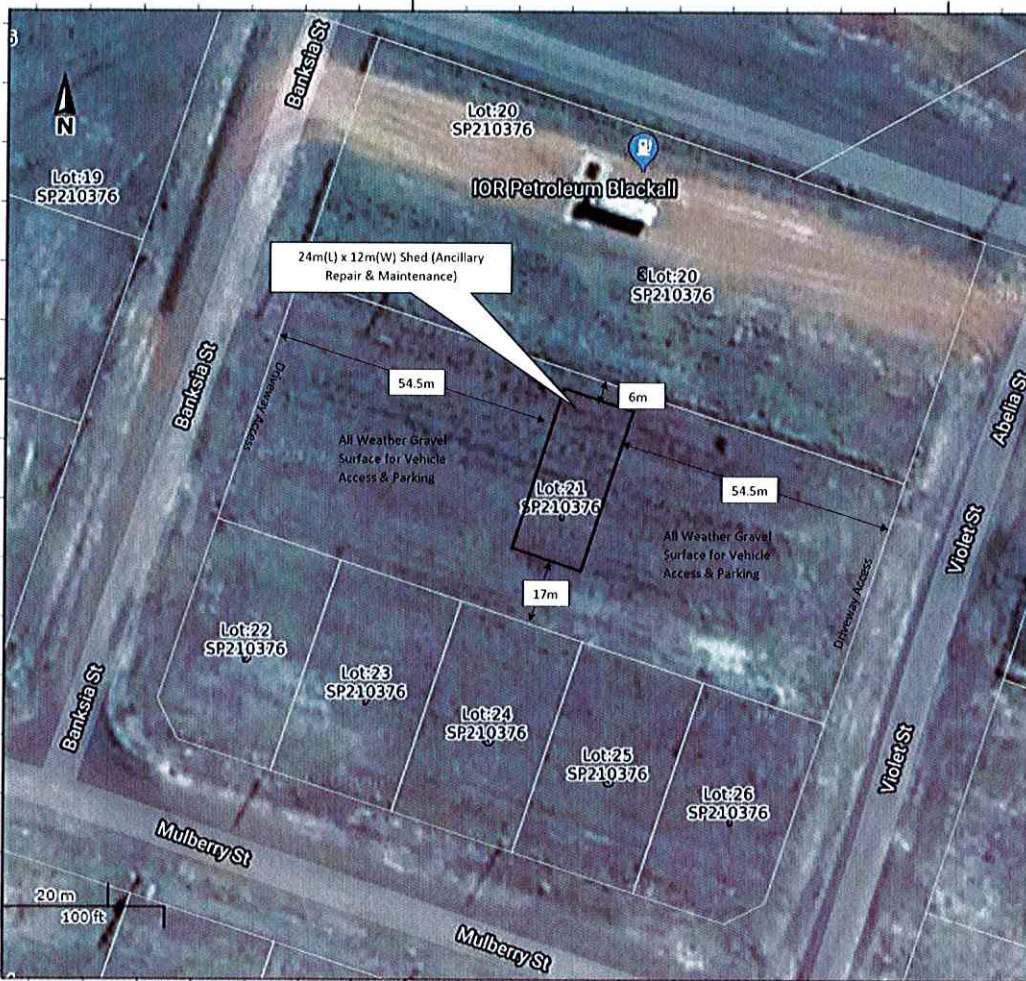
Gross Floor Area: 72m² (one out of four bays enclosed)

Building Height: 6.99m

Land Use: Storage Facility

24.415° S

24.416° S



©2015 eAtlas, Google

Site Plan By ABC Sheds Global Pty Ltd - 24/07/19

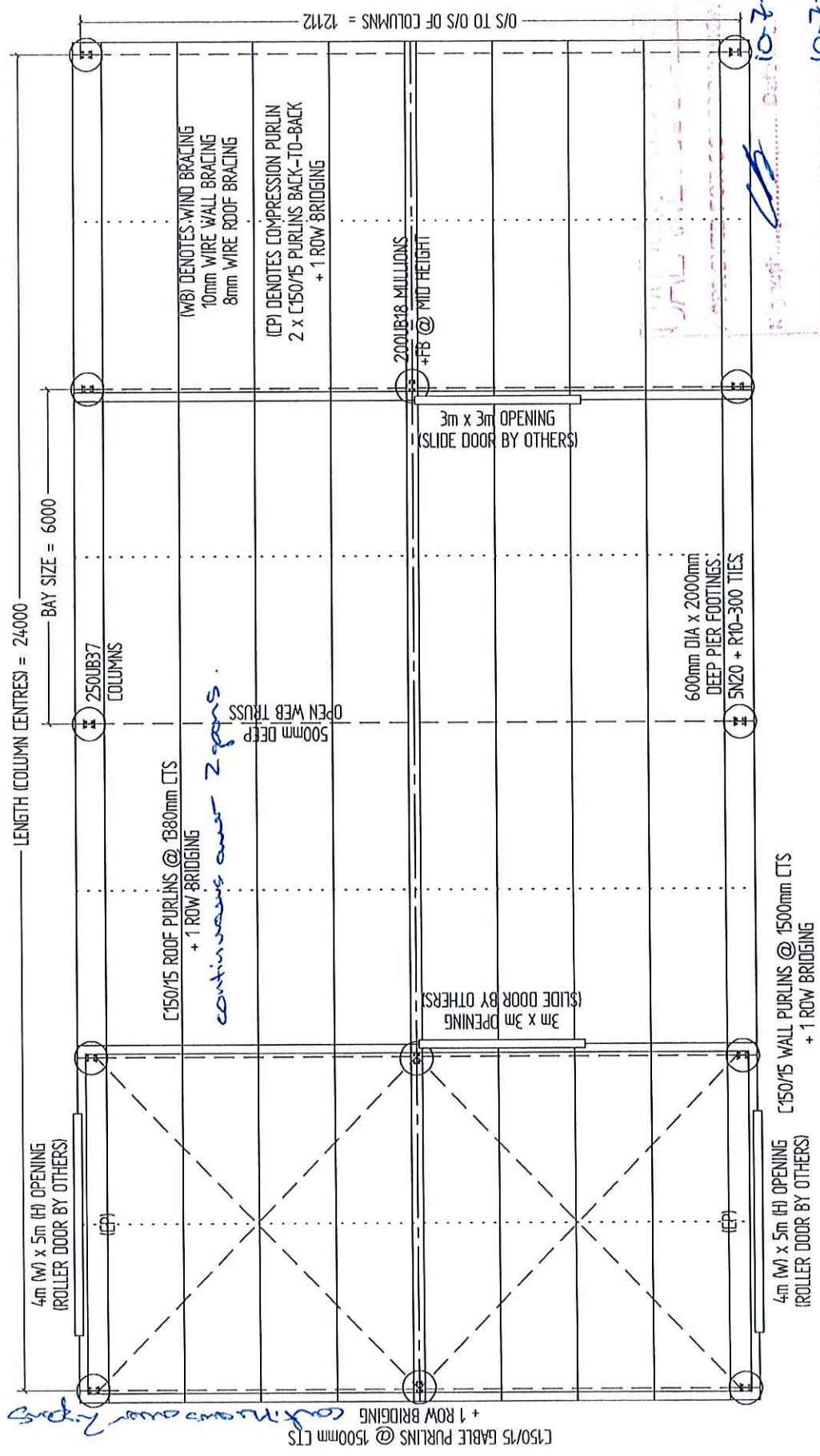


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 BRUCE CROOK-KING — 1099
 FLOOR PLAN
 SCALE: 1:100
 SHEET 1 OF 3
 SHEET SIZE: A4

NAME	DATE
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JACKSON REIDELL	9/07/2019

DRAWN: JACKSON REIDELL
 MODIFIED: JACKSON REIDELL
 CHECKED:



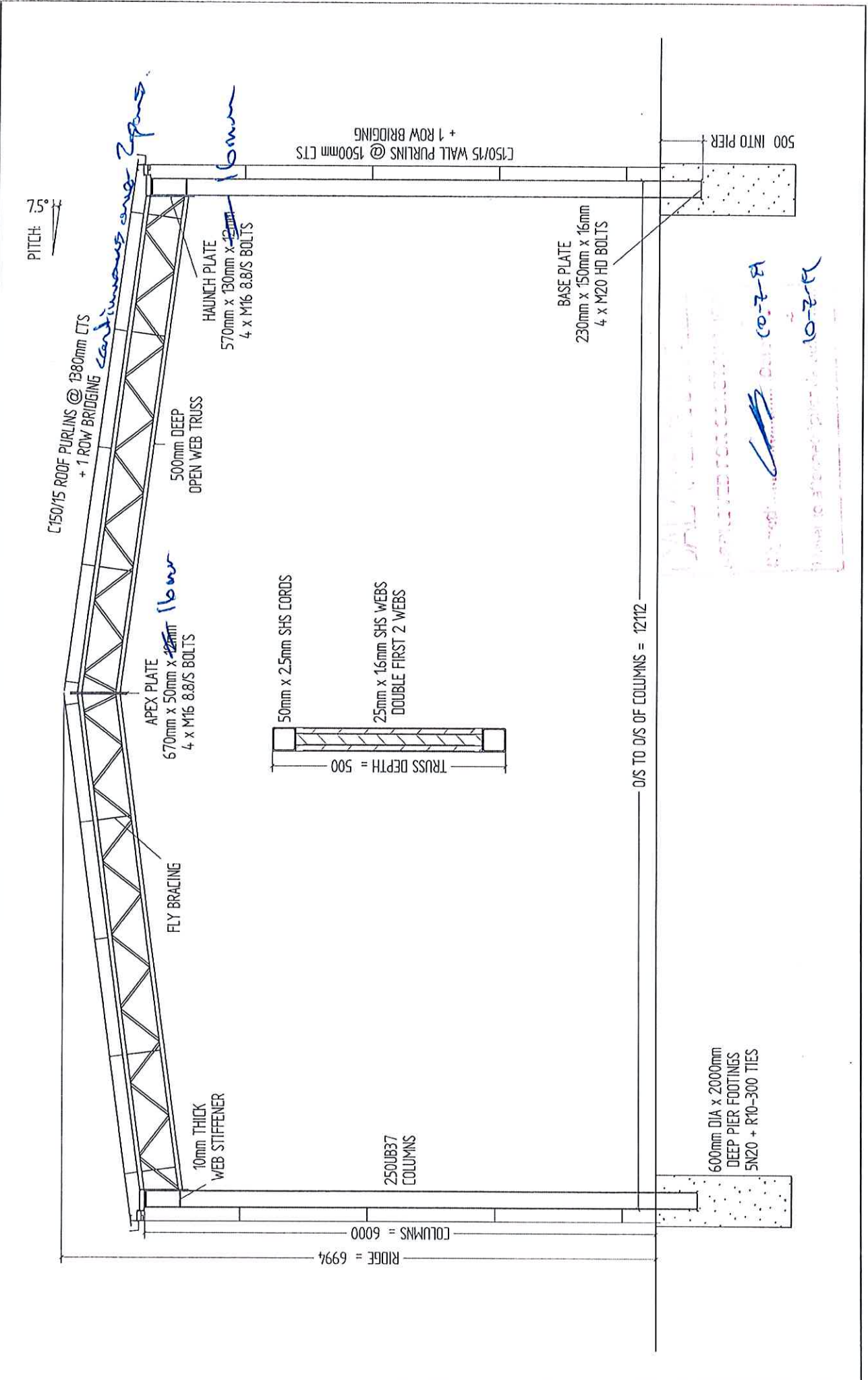
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 BRUCE CROOK-KING - 1099
 SECTION VIEW
 SHEET 2 OF 3

NAME	DATE	ROLE
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JACKSON REIDELL	9/07/2019	CHECKED

SCALE: 1:55
 SHEET SIZE: A4

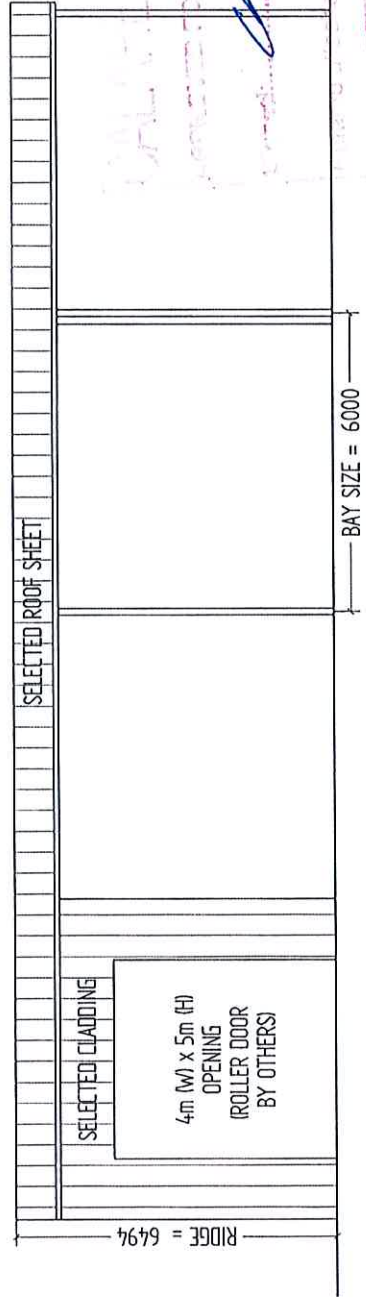
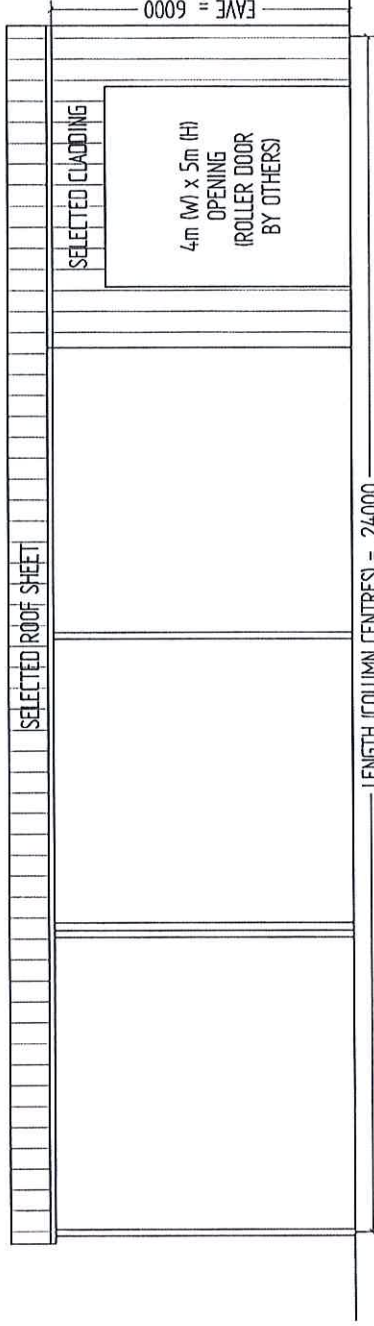
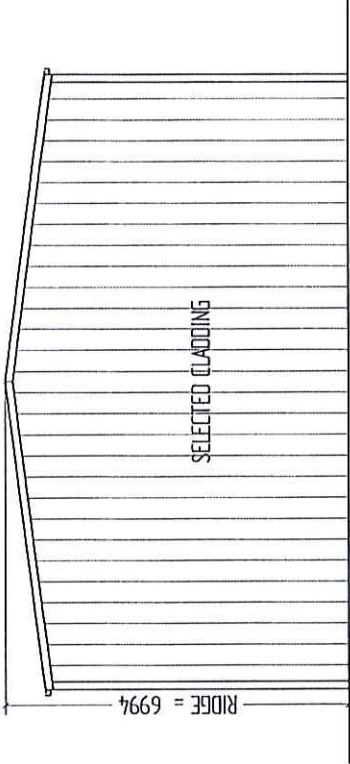
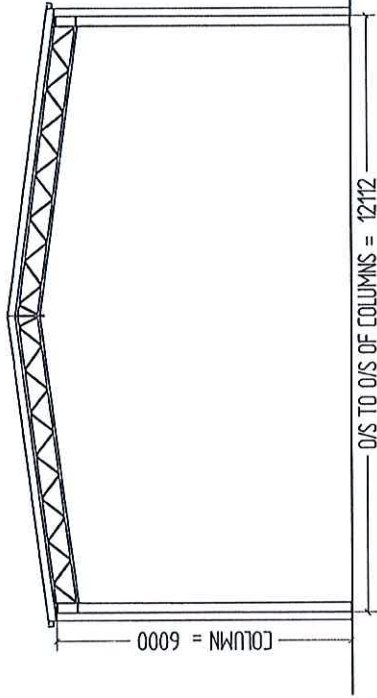




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NAME	DATE	BY
JACOBSEN REIBELL	4/07/2019	DRAWING
JACOBSEN REIBELL	9/07/2019	REVISION
CHECKED:	SCALE: 1:40	SHEET 3 OF 3
		SHEET SIZE: A4



Handwritten notes and signatures in blue ink, including the date 10-7-19 and a signature.